

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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25X1

COUNTRY Poland

REPORT

SUBJECT City Plan of Kladzko

DATE DISTR.

25 JUL 1958

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NO. PAGES

1

REFERENCES RD

DATE OF INFO.

25X1

PLACE &amp; DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. [redacted] a report containing information on the city of Kladzko (Glatz), Poland, with a [redacted] sketch showing the [redacted] 25X1

2.

USAF review completed.

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3

STATE	X ARMY	#X NAVY	X AIR	#X FBI	AEC			
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INFORMATION REPORT INFORMATION REPORT

**CONFIDENTIAL**

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25X1

COUNTRY: Poland

DATE: 26 JUNE 1958

SUBJECT: City Plan of Kłodzko

NO OF PAGES: 9

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C-C-N-F-I-D-E-N-T-I-A-L

-2-

City Plan of Kłodzko (Glatz)General Information

1. Kłodzko (N 50-26, E 16-39) was the county seat of Kłodzko County [redacted], a part of Wrocław Province (województwo). It was located in a hilly area, partially lying in the Nysa Kłodzka River valley, and to the south, on the slope of a mountain which was a part of the Kłodzkie Mountain range. The lowest section of the city was situated about 300 meters above sea level, and its highest section approximately 500 meters above sea level. The average winter and summer temperatures were about -8 degrees Centigrade and 12 degrees Centigrade respectively. The average annual precipitation was approximately 150 centimeters, occurring mostly during the spring season. Snowfalls were usually light. The city was not damaged during World War II. Following the war, no new construction or repair work was carried out. Consequently, the majority of the buildings which constituted Kłodzko were of pre-World War I construction and in a state of ruins. [redacted] "The town is falling apart". Because of its antiquity, the city was noted as a tourist attraction. 25X1

Population

2. In 1957 the population was approximately 25,000. Prior to World War II, it had been about 30,000. The majority of the population were Eastern Poles, who were former residents of Polish territories which had been incorporated into the Soviet Union after World War II. Although prior to World War II Kłodzko was part of Germany, there were no German residents of German extraction remaining in or near the city. The male population consisted mainly of agricultural, railroad and factory workers.

Transportation

3. The city's transportation system consisted of a bus service and three taxis. The buses were part of the State Automobile Transportation [redacted]. This was an inter-city service which linked Kłodzko with the neighboring towns. During their runs from one town to another, the buses made a few stops within each locality allowing them to be utilized for intra-city transportation purposes. Buses ran daily from about 0600 to 2200 hours. The majority of all highways in the Kłodzko area were in good condition. 25X1

Civil Defense

4. [redacted] no organized Civil Defense program was in operation. 25X1

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C-O-N-F-I-D-E-N-T-I-A-L

-3-

Identification Data

5. Figure 1 on page 9 is a sketch of a town plan of Kłodzko.

Scale 1:25,000, were used as references. Pinpointed are the locations of military and industrial installations, government buildings, bridges and other points of military interest. All distances and measurements are approximate unless otherwise specified. Numbers in parentheses below refer to corresponding numbers on the sketch:

25X1

- (1) Railroad Bridge - spanned over the Nysa Kłodzka River, Point (3). It had a double bow-string steel superstructure supported by one stone pier and two stone abutments. It accommodated two tracks and measured 25 x 6 meters.
- (2) Locomotive Repair Yard - consisted of one plastered brick hall with a sawtooth glass-paneled roof, and measuring 40 x 20 x 10 meters. It could accommodate about 15 locomotives. A turntable was located directly across the building's southwest side. Only steam powered locomotives were repaired here.
- (3) Nysa Kłodzka River - a tributary of the Odra River, was about 10 meters wide in this area.
- (4) Railroad Line - ESG, double-track, led northwest to Walbrzych (N 50-46, E 16-17).
- (5) Main Railroad Station - located on ulica Luzycka. The station building was a two-story, plastered brick structure, with a slate tile gable roof, measuring 30 x 10 x 10 meters. The station included also a second building used for storage. It was a one-story red brick construction with a flat tar paper roof, and measuring 20 x 5 x 5 meters. The station was equipped with exactly 10 tracks, none of which was electrified. Four tracks were sheltered on a length of about 20 meters by shed type tar paper roofs.
- (6) Highway - cobblestone and asphalt surface, six meters wide, and in excellent condition. It led to Wrocław.
- (7) Railroad Line - ESG, double-track, it led north to Kamieniec Śląski (N 50-31, E 16-52).
- (8) City and County Hospital Department for Contagious Diseases - a four-story plastered brick building, with a red tile hipped roof, and measuring 20 x 10 x 15 meters.

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

-4-

- (9) Piastowski Castle (Zamek Piastowski) - an old stone structure located on top of a hill, entirely surrounded by a four meter stone wall, and used until 1956 as a prison for political offenders. First Party Secretary Gomulka at one time had been an inmate here. [redacted] 25X1
- (10) Highway - six meters wide, with an asphalt surface and in good condition. It led northwest to Walbrzych (N 50-46, E 16-17). 25X1
- (11) Ulica Niska - a four meter wide cobblestone street. 25X1
- (12) Dam - map seems to indicate a bridge. [redacted] the bridge was destroyed during World War II and that only a two meter high stone-block dam, originally located underneath the bridge, remained. The bridge had been of the suspension type. 25X1
- (13) Ulica Luzycka - a five meter wide cobblestone street.
- (14) Highway - cobblestone and asphalt surface, five meters wide and in good condition. It led northeast to Zlota Stok (N 50-26, E 16-52).
- (15) Ulica Wojska Polskiego - a five meter wide cobblestone street.
- (16) Ulica Lutycka - a five meter wide street partially surfaced with cobblestone and partially with asphalt.
- (17) Army Barracks - consisted of approximately eight major buildings and several smaller constructions. The majority of them were of plastered brick construction, with red tile gable roofs, and yellow painted walls. Six of the buildings were identical four-story structures, each measuring 20 x 8 x 15 meters. The remaining two major constructions were three-stories high, and each measured 30 x 5 x 12 meters. The smaller buildings included a three-story structure which seemed to be the headquarters. It was equipped with a hipped roof and measured 10 x 10 x 10 meters. There were also two identical garage buildings, each a one-story plastered brick construction measuring 30 x 6 x 5 meters and with a flat tar paper roof. Located between the two garage buildings was a vehicle parking area [redacted] in 1957 about 50 two-and-one-half ton "Lublin" trucks. Stationed here were infantry troops. [redacted] 25X1

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

-5-

- (18) Brick Manufacturing Plant.
- (19) City Railroad Station - the station building was a three-story plastered brick construction measuring 20 x 10 x 10 meters and with a slate tile hipped roof. The station was not equipped with extra sidings, and only the two tracks of the Kudowa Line, Point (48), passed through here.
- (20) Public Gasoline Station - the only one in Kłodzko.
- (21) Road Bridge - over the Nysa Kłodzka River, a steel bow-string superstructure supported by stone abutments, and measuring 10 x 6 meters. It was part of ulica Armii Czerwonej.
- (22) Ulica Armii Czerwonej - a six-meter wide cobblestone street.
- (23) Presidium of the People's County Council [redacted] - located on ulica Okrzesi, and housed in a four-story, plastered brick building measuring 15 x 15 x 15 meters. The building had a slate tile hipped roof. 25X1
- (24) County Headquarters of the Citizens' Militia [redacted] - a three-story plastered brick building located on ulica Stalina, measuring 15 x 15 x 15 meters and equipped with a red tile hipped roof. The entire militia force for Kłodzko county consisted of about 30 men. 25X1
- (25) Pedestrian Overpass - a suspension type overpass of steel construction, spanned over the Nysa Kłodzka River and railroad, and measuring 30 x 2 meters. Map shows the overpass spanning the river only, and not the railroad.
- (26) Presidium of the People's City Council [redacted] - located on plac (square) Bolesława Chrobrego in an old four-story, plastered brick building with a slate tile hipped roof. The building measured 25 x 25 x 25 meters. 25X1
- (27) District Exploitation of Public Roads [redacted] - this organization was responsible for the maintenance of all public roads and highways in the Kłodzko area. The administrative and planning sections were housed in a two-story, plastered brick building with a red tile gable roof. The building measured 15 x 10 x 8 meters. 25X1

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

-6-

- (28) Ulica Boleslawa Chrobrego - a six meter wide street with a cobblestone surface. This was Kłodzko's main business street.
- (29) Highway - six meters wide, with an asphalt surface, and in excellent condition. It led west to Kudowa (N 50-27, E 16-15).
- (30) Public High School.
- (31) Fire Department - consisted of two buildings located on ulica Tranguta. One of the buildings was a two-story red brick structure measuring 15 x 8 x 15 meters and with a red tile hipped roof. The second building was a garage of red brick construction measuring 15 x 6 x 5 meters and with a flat tar paper roof. The entire force consisted of about 25 firemen and three fire trucks. This was the only permanent fire-fighting force in Kłodzko County.
- (32) Plac Wladyslawa Jagielly - a square, the center part was landscaped; the rest was inlaid with cobblestone.
- (33) Trade Union Building (Dom Zwiazkow Zawodowych) - a four-story plastered brick structure with a slate tile gable roof, located on plac Wladyslawa Jagielly. The structure measured 20 x 20 x 20 meters. The offices of the various trade unions were located in this building, as well as Kłodzko's House of Culture.
- (34) Polish National Bank - a three-story, plastered brick building with a slate tile gable roof, located on ulica Boleslawa Chrobrego. The building measured 10 x 5 x 15 meters.
- (35) Ulica Stalina - a seven meter wide cobblestone street, probably since renamed.
- (36) Technical Equipment Plant - located on ulica Stalina. It consisted of three buildings, two of which were similar halls of steel frame with brick skirt construction and with flat-monitor tar paper roofs; each measured 20 x 10 x 10 meters. The third building was a three-story plastered brick structure with a red tile gable roof; it measured 15 x 10 x 10 meters. The plant's finished product consisted of machines for the textile industry. About 150 workers were employed here.

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C-O-N-F-I-D-E-N-T-I-A-L

-7-

- (37) City and County Hospital - a four-story, plastered brick building with a red tile hipped roof, located on ulica Szpitalna. The building measured 30 x 10 x 20 meters. It had a bed capacity for 150 patients and was staffed by about 15 doctors.
- (38) County Prison - a four-story red brick building with a tile hipped roof; the building measured 25 x 25 x 25 meters. It was surrounded by a three-meter high brick wall, topped with several rows of barbed wire. Spaced along the wall were four watchtowers of red brick construction. One guard armed with a submachine gun, was in each tower.
- (39) Ulica Polabska - a six-meter wide cobblestone street.
- (40) Bus Terminal - located on plac (square) Jednosci. The terminal was a three-story, plastered brick building with a slate tile hipped roof; it measured 12 x 8 x 10 meters.
- (41) Railroad Bridge - a through-plate-girder steel superstructure supported by concrete abutments. It was spanned over a street (name unrecalled), and measured 15 x 6 meters.
- (42) Local Committee of the Polish United Workers' Party - located on ulica Bohaterow Ghetta. It was housed in a three-story, plastered brick building (roof type unrecalled), which measured 15 x 8 x 15 meters.
- (43) State Automobile Transportation Base [redacted] 25X1  
 [redacted] - consisted of two buildings plus a vehicle parking area located on ulica Bohaterow Ghetta. One building was a maintenance hall of plastered brick construction measuring 40 x 10 x 5 meters and with a flat-monitor tar paper roof. The second building was a two-story, plastered brick construction with a red tile hipped roof; it measured 10 x 10 x 8 meters. The parking area measured 100 x 60 meters. The entire base was surrounded by a two-meter high wire mesh fence. About 40 vehicles were parked here after working hours.
- (44) Military Border Guard Barracks - consisted of several buildings [redacted] since the barracks area was some distance away from the street and was entirely surrounded by a three-meter high brick wall. The number of personnel stationed there was unknown [redacted] 25X1  
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C-O-N-F-I-D-E-N-T-I-A-L

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-8-

- (45) Highway - six meters wide, with an asphalt surface, and in good condition. It led southeast to Ladek-Zdroj (N 50-21, E 16-53).
- (46) Highway - six meters wide, with an asphalt surface, and in poor condition. It led east to Paczkow (N 50-28, E 17-00).
- (47) Lumber Mill.
- (48) Railroad Line - ESG, double track leading to approximately seven kilometers south of Kladzko where it branched off into two single tracks. One track led to Kudowa (N 50-27, E 16-15), and the other to Stronie Slaskie (N 50-18, E 16-53).

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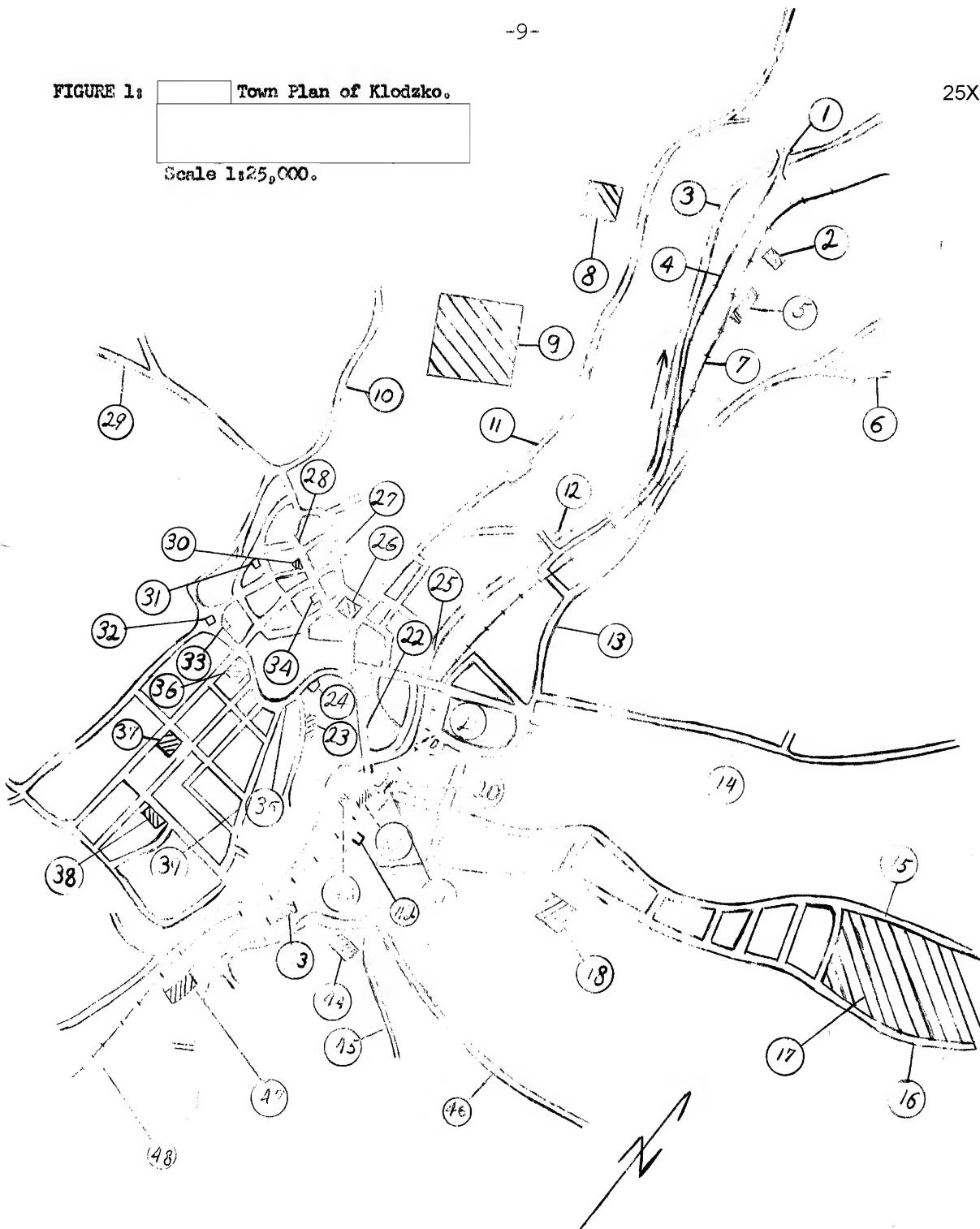
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-9-

FIGURE 1:   Town Plan of Kłodzko.

25X1

Scale 1:25,000.



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